

5.4 Related Plans and Studies

Although the Long-Range Transportation Plans serve as the main guiding documents for regional transportation investments, many related transportation plans and studies are undertaken both to feed into the development of Long-Range Transportation Plan and to provide a more detailed look at issues raised in or related to LRTPs.

This section highlights past and current plans and studies that have been used to inform the development of the 2035 LRTPs. Section 7.10 later in this document indicates plans and studies moving forward that can be undertaken to help detail and/or implement recommended activities.

These plans include *corridor* plans addressing specific major corridors, *small area* plans that look at transportation and related development issues in a particular part of the region, plans that guide investments in individual transportation *functions*, such as bicycle & pedestrian travel, Transportation Demand Management or Intelligent Transportation Systems, and *transit plans* that range from broad regional vision plans to short-range investment plans for specific transit providers. Between the adoption of the 2030 Long-Range Transportation Plans in 2005 and the adoption of these plans in 2009, the following major studies and plans will have been completed; those that apply specifically to one MPO or the other are color coded; projects with no background color apply to both MPOs, CAMPO projects have this yellow background and DCHC MPO projects have this green background:

	<i>Plan or Study</i>	<i>Type</i>
1	<i>Special Transit Advisory Commission.</i> A broad regional vision plan for transit services that recommends expanded local and regional bus services, high-quality transit circulators serving 5 regional activity centers and rail transit linking the activity centers to each other and to communities throughout the region. www.transitblueprint.org	Transit Plan
2	<i>North Carolina Railroad Commuter Rail Capacity Study.</i> Identifies the capital costs needed for track improvements, stations and vehicles to provide peak-period, peak-direction commuter rail services between Goldsboro and Greensboro. www.ncrr.com/capacity-study.html	Transit Plan
3	<i>CORE Bicycle-Pedestrian-Greenspace Plan.</i> A linked network of pedestrian, bicycle and greenspace facilities within the jurisdiction of 7 local governments and several regional agencies in the Center Of the Region. www.tjcoq.dst.nc.us/regplan/core.shtml	Functional Plan Small Area Plan
4	<i>Triangle Region Long Range Transportation Demand Management Plan.</i> Recommended 7-year investment strategy to provide regional TDM services, local TDM services in specified “hot spots” and an administrative structure to fund, manage, monitor and evaluate TDM services across both MPOs. www.triangletdmp.com	Functional Plan
5	<i>Triangle Transit Short Range Transit Plan.</i> Five-year operating plan and capital program for transit and ridesharing. Provides an overview of the regional services in Wake, Durham, and Orange Counties and a guide for improvements in current services and expansions to new corridors. www.triangletransit.org/srtp	Transit Plan
6	<i>US 1 Corridor Study.</i> Recommended facility improvements for roadways and transit services in Wake and Franklin Counties. www.ncdot.org/doh/PRECONSTRUCT/tpb/shc/studies/US1/	Corridor Study
	<i>Plan or Study</i>	<i>Type</i>

7	<i>Southwest Durham/Southeast Chapel Hill Collector Street Plan.</i> Small area plan recommending location of future collector streets and street designs to ensure future connectivity and multimodal street functioning. www.dchcmo.org	Small Area Plan Functional Plan
8	<i>Durham Walks Pedestrian Plan.</i> Based on complete and detailed inventory of current sidewalk and hard-surfaced public trails. Recommends, prioritizes and provides costs for corridor, maintenance, and intersection pedestrian projects, and proposes design standards and policies. http://www.durhamnc.gov/durhamwalks/final_plan.cfm	Functional Plan
9	<i>Durham Comprehensive Bicycle Transportation Plan.</i> Identifies an integrated bicycle network that is composed of several types of bicycle facilities, and prioritizes the projects by short-, medium-, and long- term and opportunity-based implementation. http://www.durhamnc.gov/departments/works/bike_plan.cfm	Functional Plan
10	<i>Carrboro Comprehensive Bicycle Transportation Plan.</i> Identifies existing and future bicycle needs and deficiencies, a route network to address those deficiencies, a method to examine optimal design and policy improvements, and implementation strategies for the development of bicycle facilities and programs. http://www.ci.carrboro.nc.us/pzi/planning.htm	Functional Plan

In addition, several major studies and plans are either underway or are programmed to begin shortly:

	<i>Plan or Study</i>	<i>Type</i>
1	<i>Durham Area Transit Authority (DATA) Short Range Transit Development Plan.</i> Identifies current, new and enhanced routes, services and amenities to be implemented by DATA from 2010 through 2015, and the funding and resources needed. http://DATA.durhamnc.gov	Transit Plan
2	<i>Chapel Hill Long Range Transit Master Plan.</i> Evaluates a range of transit strategies to improve mobility in Chapel Hill, Carrboro, and UNC main campus and future Carolina North campus. Includes service implementation schedule, financial plan, and land use, community and air quality impacts. http://www.ci.chapel-hill.nc.us/index.asp?NID=345	Transit Plan
3	<i>Farrington Road Corridor Study.</i> Uses transportation and land use trends and modeling to develop future scenarios, especially for roadway congestion. Recommends specific short- and long-term roadway and intersection improvements, and more compact land development. www.dchcmo.org	Small Area Study
4	<i>Congestion Management Plan (CMP).</i> Collects travel time, and vehicle, pedestrian, bicycle and transit passenger counts to identify current and short-term trend congestion levels. Defines congestion, identifies specific mitigation measures for congestion and provides a state of the system report to meet federal requirements. At this time, the DCHC MPO has finished all components of the CMP except the State of the System report. The Capital Area MPO currently has a CMS document incorporated within the 2030 LRTP. However, the federal level has elevated the importance of congestion management planning and therefore a more thorough CMP is required. The MPOs will complete a more thorough CMP in the Fall of 2009 that will comply with the federal requirements and reflect concerns received from recent federal certification reviews. www.dchcmo.org www.camponc.us	Functional Plan

5	<p><i>ITS Strategic Deployment Plan Update.</i> Update to Triangle Regional Intelligent Transportation Systems Strategic Deployment Plan (developed in 2000) using current versions of the National ITS Architecture. Includes procedures for updating and maintaining regional ITS architecture and template for integrating data with related agencies such as MPOs.</p> <p>www.dhcmpo.org</p>	Functional Plan
---	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------

In addition, many plans that informed the development of earlier Long-Range Transportation Plans continue to be used in the development of the 2035 LRTP, including:

- NC 54/I-40 Transit Corridor Feasibility Study (February 2003)
- US 15-501 Major Investment Study, Phase II Report (December 2001)
- I-40 High Occupancy Vehicle/Congestion Management Study – Final Report (March 2003)
- Town of Carrboro Connector Roads Policy (August 2005)
- Town of Carrboro Bicycle and Sidewalk Policy (March 1989)
- Chapel Hill and Carrboro 2005 Mobility Report Card (March 2007)
- A Bicycle Transportation Plan – Orange County, NC (April 1999)
- Center Of the Region Enterprise (CORE) Workshop Report (April 2002)

Key points from this section:

- Metropolitan Planning Organizations, or MPOs, are the organizations charged with creating and adopting Long-Range Transportation Plans. MPOs are made up of all the local governments in the area, the NC Department of Transportation, plus other organizations with transportation responsibilities. This document includes the plans for the two MPOs in the Research Triangle Region: the Capital Area MPO and the Durham-Chapel Hill-Carrboro MPO.
- MPOs have 3 main organizational components: (i) the Transportation Advisory Committee, or TAC, which is the policy body made up of local elected officials and an NC Department of Transportation board member; (ii) the Transportation Technical Committee, or TCC, made up of technical staff from local, state and regional organizations that provide technical input; and (iii) the Lead Planning Agency, or LPA, which provides the staff support to carry out the MPO's responsibilities.
- Each MPO has an explicit, written Public Involvement Policy, which was used to garner public input into the plan and provide opportunities for public review and comment.
- One of the key tools used to understand the region's transportation challenges and the impacts of investments to address these challenges is the Triangle Regional Travel Demand Model, which covers both MPOs. A new and improved version of the model was used for the first time in the development of the 2035 Long Range Transportation Plans.
- Many related transportation plans and studies are undertaken both to feed into the development of Long-Range Transportation Plans and to provide a more detailed look at issues raised in or related to LRTPs.